



ARCHAEOLOGICAL
SERVICES

February 26th, 2019

Dennis Griffin, Ph.D.
Oregon State Historic Preservation Office
725 Summer St. NE, Suite C
Salem, OR 97301

-----LETTER REPORT-----

RE: Results of Archaeological Monitoring for the Lindsey Lake Fuel Spill Cleanup, Hood River County, Oregon.

Dr. Griffin:

Introduction

Archaeological Services, LLC (ASCC) has completed archaeological monitoring of ground disturbing activities associated with the cleanup effort following a fuel spill along Interstate 84 (I-84) immediately west of mile post 54. This location is depicted on the USGS Mount Defiance OR-WA 7.5-minute topographic quadrangle and is in Section 5 of Township 2N., Range 9E. (W.M.) (Figure 1). ASCC is writing this letter report to notify your office and concerned parties that the monitoring resulted in no archaeological materials identified. It is ASCC's opinion that all of the ground disturbance took place within engineered fill dating from the construction of the I-84 road prism.

Project Background

On Monday, February 11, 2019 a tanker truck crashed and spilled 4,400 gallons of diesel fuel on I-84 near Lindsey Lake (Figure 1). At 8:45 a.m. on Monday, February 18, 2019 ASCC recieved a phone call from Robert Honsberger with HydroCon, LLC to see if ASCC could provide archaeological monitoring during planned ground disturbing activities (Honsberger 2019). According to Mr. Honsberger, the Tribal Historic Preservation Officer (THPO) for the Confederated Tribes of the Warm Springs Reservation had requested archaeological monitoring of ground disturbing activites, citing the Tribes' concerns regarding the high probability of impacting

archaeological resources in the Columbia Gorge (ibid.). ASCC carried out on-site monitoring on February 18, 20, 21, and 22, 2019.

Archaeological Monitoring Narrative

February 18th: ASCC Senior Archaeologist and Principal Investigator, Alexander Gall, M.A., RPA arrived on-site at 10:10 a.m. and was briefed on the clean-up effort and safety protocols. Prior to beginning the ground disturbing work, Mr. Gall spoke with the crew regarding what to look for and the appropriate course of action should anything be found.

The day's ground disturbing work consisted of hand-excavating a shallow trench along the north-facing slope between the north edge of I-84 and the south shore of Lindsey Lake (Figures 2 & 3). Due to the high levels of volatile organic compounds (VOCs) in the air when the digging was taking place, ASCC was limited to observing the hand excavation from the edge of the pavement about 10 meters from the trench (Figure 4). However, the archaeologist was able to observe the sediments from that distance and take zoomed-in photos of the trench, which was only excavated approximately 1-1.5 feet (30-45cm) below existing grade. Several modern bottles and cans were observed as well as an unidentifiable piece of cast iron (Figure 5). The trench was completed around 4:30 p.m. It was apparent that the ground disturbance had taken place within fill material used to create the I-84 road prism.

February 20th: ASCC Senior Archaeologist and Principal Investigator, Alexander Gall, M.A., RPA received a phone call from Mr. Honsberger that additional excavation of contaminated snow and sediments along the north-facing slope had been approved. Mr. Gall arrived on-site at 12:30 p.m. and checked in with project personnel. The ground disturbance consisted of using a track-mount CAT 316F excavator equipped with a 48-inch wide flat bucket to scrape the contaminated snow and upper sediments from the same slope that had the trench excavated into it on Monday, February 18 (Figure 6). The materials were then loaded onto dump trucks and trucked to a disposal site. ASCC observed this activity until the cessation of the work for the day. Modern roadside debris was noted. It was apparent that the ground disturbance had taken place within fill material used to create the I-84 road prism.

At the end of the day, Mr. Gall telephoned the Warm Springs THPO, Christian Nauer, to update him on the project and to share the opinion that the ground disturbance was taking place in fill material. Mr. Gall asked if additional monitoring was necessary for the continued soil scraping along the embankment. Mr. Nauer responded that he would feel more confident if an archaeologist was on-site, but he understood if ASCC's schedule prohibited full-time monitoring at the project area (Nauer 2019).

February 21: ASCC Senior Archaeologist and Principal Investigator, Alexander Gall, arrived on-site at 2 p.m. to observe the last of the day's ground disturbing activities, which consisted of continued scraping of contaminated soils. This allowed ASCC to

inspect the area that had been affected by the day's soil scraping (Figure 7). Work was completed at 2:45 p.m. No cultural material was observed and the sediments still appeared consistent with road prism fill.

February 22: ASCC Archaeologist Michael Smith, B.A. arrived at 7:30 a.m. and participated in the morning safety meeting. A larger excavator, a CAT 349F with a 48-inch flat bucket, had arrived on-site to access soils further down the embankment (Figure 8). Monitoring of the soil removal continued to the end of the day at 3:30 p.m. The only item of interest noted during the day of monitoring was a metal clasp/hook approximately 8.5 inches in length (Figure 9).

Summary

Archaeological Services monitored ground disturbing activities associated with the Lindsey Lake Fuel Spill Clean-up effort along I-84 near mile marker 54 in Hood River County, OR. It is ASCC's opinion that all ground disturbing activities took place within imported fill material used to create the I-84 road prism. The material was characterized by angular to sub-rounded basalt cobbles and boulders within a sandy loam matrix. The cultural material observed during the monitoring was likely modern in age and consistent with roadside debris. ASCC is confident that the ground disturbing activities did not impact any archaeological deposits.

Sincerely,



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References

- Honsberger, Robert
2019 Personal Communication. Via telephone on Monday, February 18, 2019.
- Nauer, Christian
2019 Personal Communication. Via telephone on Wednesday, February 20, 2019.

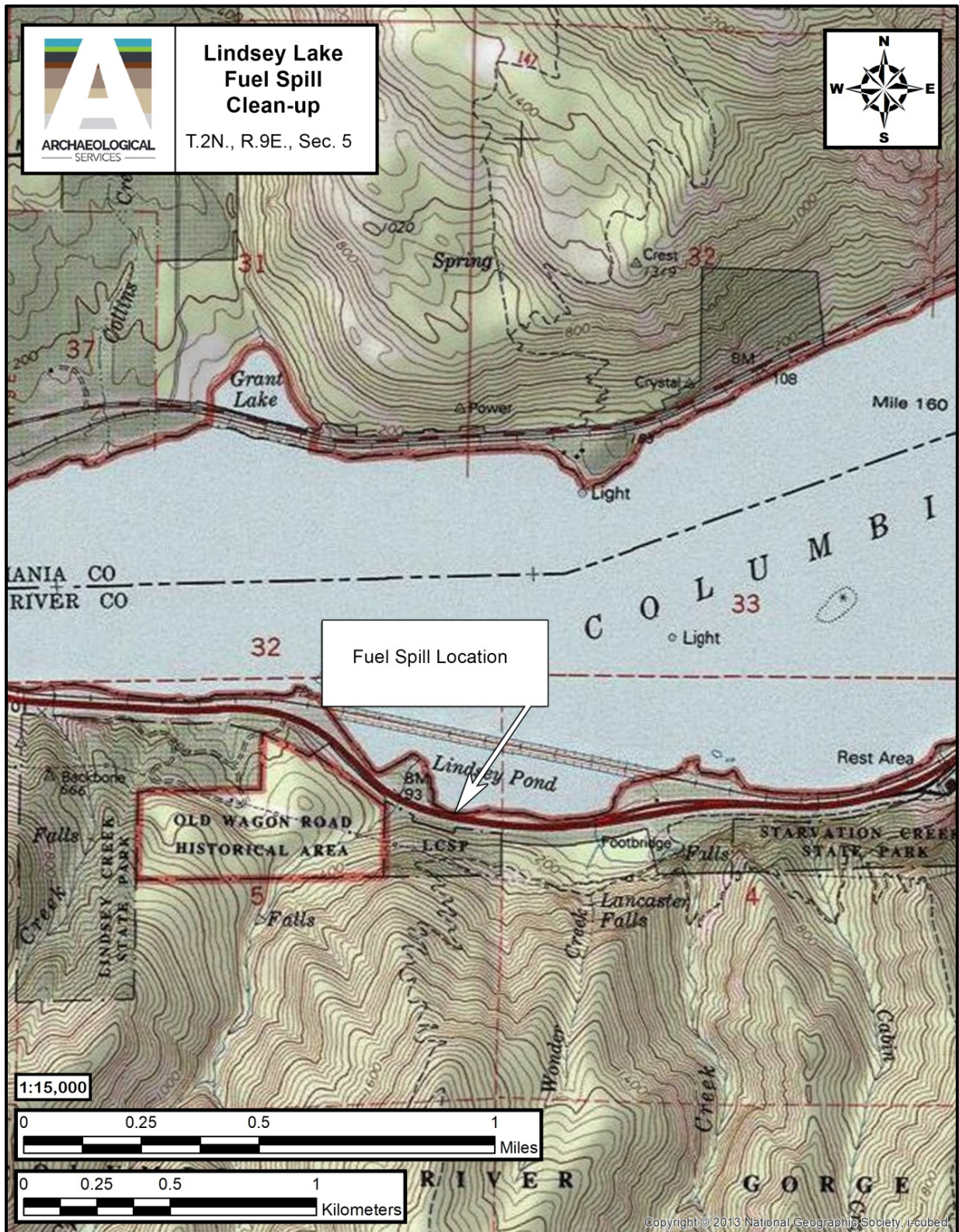


Figure 1. Portion of the USGS, Mount Defiance, OR-WA, 7.5-minute series quadrangle with the location of the fuel spill and monitoring area, in the NW $\frac{1}{4}$ of Section 5, Township 2N, Range, 9E, Willamette Meridian (W.M.).



Figure 2. Aerial photomap overlaid with the area of ground disturbance monitored by ASCC.



Figure 3. East facing photo of the snow-covered embankment prior to any ground disturbance (2/18/19).



Figure 4. Northeast facing photo of the crew excavating a shallow trench (2/18/19).



Figure 5. Photo of cast iron item found while monitoring on 2/18/19.



Figure 6. West facing photo of the contaminated snow and sediment removal on 2/20/19.



Figure 7. Southwest facing photo of the scraped embankment on 2/21/19.



Figure 8. Southeast facing photo of the excavator loading a dump truck on 2/22/19.



Figure 9. Photo of the metal clasp/hook found on 2/22/19.